

# 70<sup>th</sup> & Yankee Hill Road Proposal

**Applicant:** Brad Marshall

**Location:** Northeast corner of S. 70<sup>th</sup> Street and Yankee Hill Road

**Current Future Land Use:** Urban Residential, Green Space, and Environmental Resources

**Current Zoning:** AGR, Agricultural Residential District

**Current Growth Tier:** Tier I, Priority B

**Proposal Details:**

- Change the Future Land Use on approximately 42 acres from Residential – Urban Density to Commercial and designate the area as a Neighborhood Center
- Change the growth tier from Tier I Priority B to A
- The land can be served by City services

**Comprehensive Plan Specifications:**

Commercial (page 12.4):

*Areas of retail, office, service and residential mixed uses. Commercial uses may vary widely in their intensity of use and impact. Individual areas designated as commercial in the land use plan may not be appropriate for every commercial zoning district.*

Urban Residential (page 12.4):

*Multi-family and single family residential uses in areas with varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre.*

Green Space (page 12.4):

*Public or privately-owned areas predominantly used for recreation, such as parks, golf courses, soccer or ball fields, and trails. Many green space areas also serve functions such as buffers between incompatible uses and as stormwater management areas. In some cases, privately-owned Green Space such as golf courses may also be appropriate to be considered for future Urban Residential development.*

Environmental Resources (page 12.4):

*Land and water masses which are of particular importance for maintenance and preservation, such as saline wetlands, native prairie, and some floodway and riparian corridors.*

Neighborhood Centers (5.11-5.12 summarized):

*Neighborhood Centers typically range in size from 50,000 to 150,000 square feet of commercial space, with those meeting the incentive criteria having up to 225,000 square feet.*

*Neighborhood centers provide services and retail goods oriented to the neighborhood level, with significant pedestrian orientation and access. A typical center will have numerous smaller shops and offices and may include one or two anchor stores. Residential mixed use is encouraged.*

*During the planning period, several additional neighborhood centers will be needed. These centers are not identified on the future land use plan and will instead be located as part of plans for future neighborhoods based on the commercial guidelines.*

*These centers typically serve the neighborhood level. It is anticipated that there will be no more than two neighborhood centers per one square mile of urban use. For areas of less than one square mile, the number of the centers will be reduced.*

*Neighborhood Centers should be located approximately ½ mile apart, depending upon their size, scale, function and the population of the surrounding area. When located at intersections, they should also not be located across an arterial street from a Community Center or another Neighborhood Center.*

*Neighborhood Centers should generally not develop at corners of intersections of two arterial streets due to limited pedestrian accessibility and impact on the intersection – locations ¼ to ½ mile from major intersections are encouraged, particularly if there is to be more than one Commercial Center within a square mile of urban residential use. There may be circumstances due to topography or other factors where centers at the intersection may be the only alternative.*

**Tier I, Priority A (page 12.7):**

*Priority A is comprised of undeveloped land within the City limits, as well as areas that are not yet annexed but which have approved preliminary plans such as preliminary plats, use permits, community unit plans, or planned unit developments. There are still significant infrastructure needs within the existing city and areas currently under development. The top priority areas are those which are within the city limits at the beginning of the planning period. In some cases, annexation agreements commit the City to the construction of certain improvements (arterial roads, water and wastewater lines) by a predetermined date, or commit the City to the repayment of their cost which may have initially been assumed by the developer. Some larger projects, such as the West Haymarket, will be ongoing throughout the planning period and will require significant infrastructure resources. Priority A serves as the “future urban area” for purposes of annexation per state statute, and these areas are appropriate for immediate annexation upon final plat approval. In general, commitments to serve the Priority A areas should be met before the annexation of new areas within Priority B.*

**Tier I, Priority B (page 12.7):**

*Areas designated for development in the first half of the planning period (to 2025) are generally contiguous to existing development and should be provided with basic infrastructure as they develop. Some of the infrastructure required for development may already be in place. Some infrastructure improvements may be made in the near term while others, such as road improvements that are generally more costly, may take longer to complete. In certain cases, areas in Priority B have special agreements that include some level of commitment to build future infrastructure. These areas move into Priority A upon approval of preliminary plans.*

#### **Staff Findings:**

The northeast corner of S. 70<sup>th</sup> Street and Yankee Hill Road includes land in the floodplain and floodway along the north and west boundaries of the property. The north boundary of the property is an active railroad. While it is shown as “green space” on the future land use map, there is approximately 7 acres

of land out of the floodplain between the creek and railroad. Access to this area could be difficult for urbanization in addition to the limitation of uses adjacent to an active railroad where there is an active policy to buffer from residential uses by 300'. This area is currently the location of a house and associated farm buildings. Creative grading, mitigation, and compensatory storage could result in more buildable area (five to six acres) by relocating floodplain land from the west or north to the area near the railroad. Parking lots and recreation areas are uses that can be in the floodplain. Floodplain, wetland, and green spaces can be used to calculate density for the buildable residential area.

Additionally, the land along Yankee Hill Road is subject to the limitations of the Pipeline Planning Area. Land uses within 221 feet of the natural gas pipeline should be restricted to non-residential. Commercial uses and non-dwelling portions of residential developments such as parking lots, garages, and recreation areas would be allowed within the pipeline buffer area. The land east of this proposal is shown as future urban residential as well and will likely develop with residential uses. Urban residential on this land should be considered as part of the larger area to the east where a full neighborhood could be planned for at least 260 dwelling units at three units per acre or much more with density bonuses from open space areas and a mix of apartments, townhomes, and detached single-family. These factors lead us to recommend approving a "commercial" land use designation within the first 221' of the Yankee Hill Road centerline (approximately 4.5 acres) while maintaining the residential on the remainder of the property, which could be over 20 acres depending on site grading and compensatory storage utilized north of the creek.

The proposal includes a request for a "neighborhood center" designation. This site is located at the same corner of two other currently-designated neighborhood centers. This location, therefore, is also within a half mile of these two designated neighborhood centers at that corner. This location would not be consistent with the Comprehensive Plan in terms of Neighborhood Center designation or spacing, but can be consistent in terms of adding some commercial acres within the pipeline buffer area (4.5 acres).

In general, this is not an underserved area in terms of future commercial land use. There is roughly 57 acres of land designated as future commercial land at the same intersection as the proposed commercial area. At the approximate average of current commercial development at 20,000 sq. ft. of space per one acre, the area within one mile of the proposal would be able to accommodate 1,140,000 sq. ft., or the equivalent of a regional shopping mall. In addition, this location is within a mile of the existing regional center located at S. 84<sup>th</sup> and Highway 2. It is difficult to justify more commercial or a neighborhood center in this vicinity.

The request to change from Tier I, Priority B to Tier I, Priority A is not necessary. Properties move from B to A automatically with an approved plan. For example, the land south of this property is in Tier I, Priority A because it is a part of an approved Planned Unit Development. This property under consideration will be brought into Tier I, Priority A with the approval of a plan.

#### **Recommendation:**

Conditional approval: Provide an area of 4.5 acres of "commercial" land use along the north side of Yankee Hill Road (based on 221' from centerline), leaving the remainder of the property in its currently-adopted future land use and without a commercial center designation.

Prepared by

A handwritten signature in blue ink, reading "Brandon Garrett", is written over a horizontal line.

Brandon M. Garrett, AICP

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May 25, 2016



**Aerial Date:** April 2013

## S. 70TH & YANKEE HILL PROPOSAL

 Project Area

 Lincoln City Limits

## Parcels

## Streams

— Major Streets and Highways

— Collector Streets

— Residential Streets

..... Private Streets

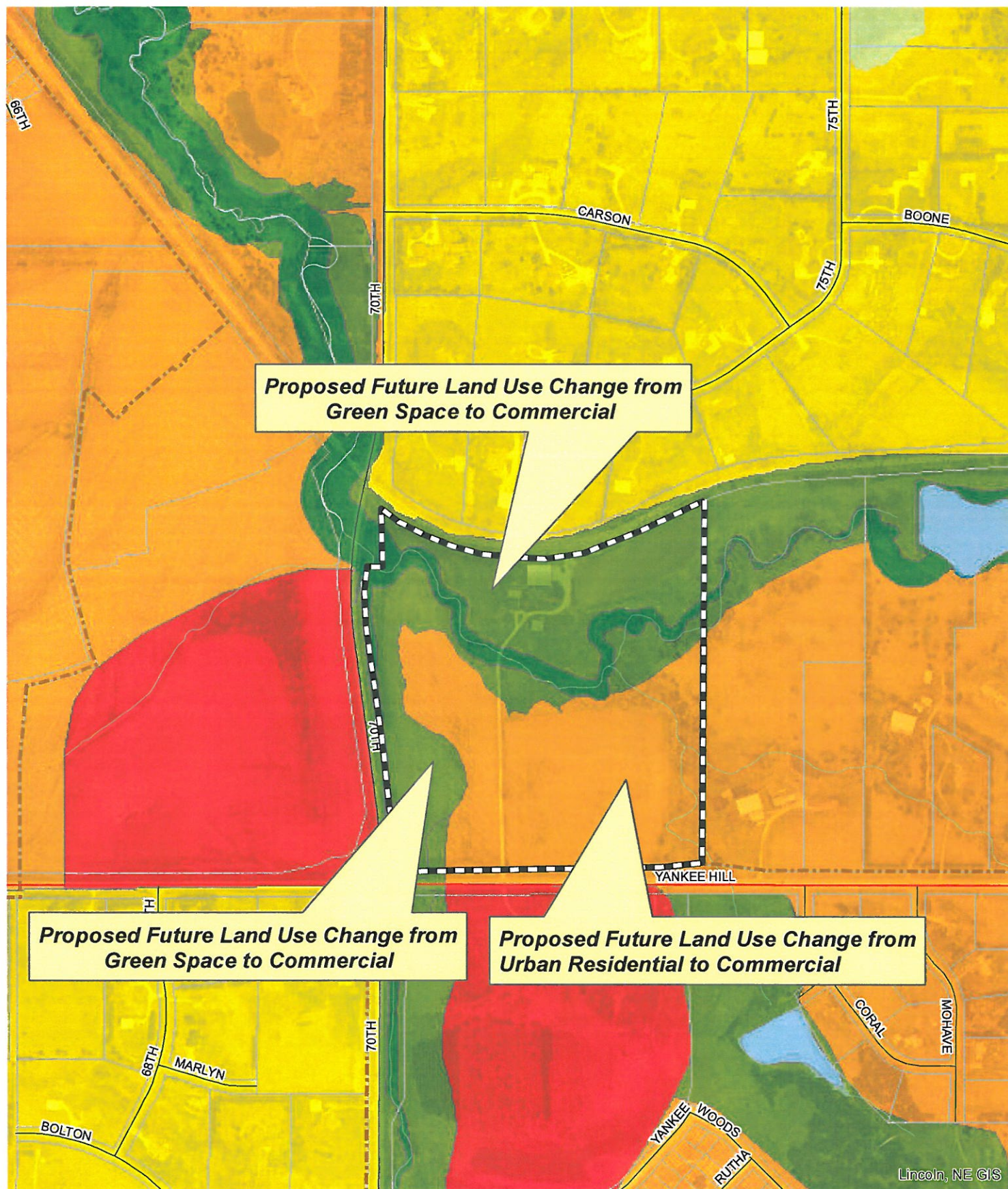


A horizontal scale bar with markings at 0, 190, 380, 760, 1,140, and 1,520 feet. The bar is divided into segments by vertical lines corresponding to these values. The word "Feet" is written at the right end of the bar.

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Aerial Date: April 2013

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